

SAY STRIKERS DRIVE CLOAK SHOPS AWAY

Employers Threatening to Leave City Owing to Labor Troubles.

IDLE WORKERS STARVE

Robert Bruers, general adviser to the cloak strike leaders, received reports of great suffering among the cloak strikers yesterday at a conference of East Side physicians in the office of Dr. Lorber at 310 East Fourth street.

"While the strikers are all standing solid," said Mr. Bruers, "the suffering among them is of the greatest. Dr. Lorber reports that the East Side physicians who are aiding the strikers found many cases where the strikers were without food and babies were in want of milk.

"While money is coming in from rich men and women to aid the strike, the need of funds for the strikers is of the greatest. The strike has now reached a point where the general assistance of the public is necessary."

Many Starving, Says Dr. Lorber.

Speaking of conditions among the strikers, Dr. Lorber said: "I found nine persons living in three rooms and starved. There were many other such cases. It is of the greatest importance that the strikers should be aided. Babies were given relief at the milk station established. There were many cases of disease."

The Rev. John Haynes Holmes of the committee of clergymen aiding the strikers said: "Contributions are coming in from leading citizens and the citizens' committee is making progress. The committee asks all persons in sympathy with the strikers to lend as much aid as possible."

A number of clergymen to win aid for the suffering families of the strikers preached sermons yesterday calling attention to conditions.

Further support for the strikers was pledged in a statement issued by the Church Association for the Advancement of the Interests of Labor of the Episcopal Church.

"The executive committee of the Church Association for the Advancement of the Interests of Labor of the Episcopal Church has extended its hearty sympathy to the International Ladies' Garment Workers Union and pledged its cooperation in the fight for justice for its locked out members," says the statement. "The association formed the first practical committee on arbitration outside of organized labor and has always strongly supported the principle of inviolability of contract."

See "Defiant Arrogance."

"It is amazed and disappointed at the action of the manufacturers in refusing (1) to abide by the terms of the protocol, (2) to accept the rulings of the Mayor's council of conciliation, (3) to submit to arbitration before the State Department of Labor and (4) to respond to the Mayor's invitation for a conference."

"This series of acts has culminated in a position of defiance. The manufacturers have had no binding force, agreements have been broken and a position taken toward the public which is a challenge for justice."

"The position on the part of the manufacturers' association is in striking contrast to the open minded position taken by the union. The Church Association for the Advancement of the Interests of Labor hopes that the manufacturers may soon be willing to submit the case to arbitration and that the working body may find similar to the protocol in Chicago, which has brought about the passing of the old antagonism and the coming of a new sympathy, a new cooperation, a new mutual interest and perception of a mutuality of interest and purpose."

Driven Out, Say Employees.

The Cloak, Suit and Skirt Manufacturers Protective Association, which yesterday said that the cloak trade was being driven out of the city by labor troubles. The manufacturers, it was said, have \$200,000 invested here and have given employment to 10,000 workers, but are now preparing to open shops outside the city.

"What the passing of such an enormous industry means will be understood by any one who cares to give it a moment's thought," it was said. "There is not the least doubt that the unions have forced this issue and that our members have taken up the cause of salvation at hand. To-day there are open and running in adjacent cities in four States more than 125 factories, which are turning out all the garments they need at this time of year."

"They have gone away from New York, never to return, and they have arranged their plants that they can increase their output at any time. They have offered of more help than they need, union and non-union help, and they have pledged themselves in these various communities in which they have taken up quarters to maintain the wages that the association agreed to pay last year, to meet to the standard of hours and particularly to the sanitary and safe conditions that have for years existed in the shops of association members in this city."

"Apart from what this will mean to the community at large in the loss of big payrolls there will be loss in rents and real estate values in the districts in which shops are located."

Charles Isaacs & Scheer, one of the large manufacturers of suits and cloaks, has announced on Saturday that he and his partners are going out of business, as they found it impossible to continue under existing conditions. They have announced that their plant, at 45 West Thirty-sixth street, is for sale. They will turn their activities into other channels.

G. Pinsky, a skirt manufacturer, has closed his plant here, at 74 Madison avenue, and has opened a shop in Newark, N. J., where 150 persons are working.

MAP TO AID FIRE FIGHTING.

State Forestry Chief Pettis Charts Entire Preserve.

ALBANY, June 18.—An improved and scientific system of forest fire fighting in the Adirondacks and Catskills has been inaugurated during the past week by Superintendent of State Forestry Clifford R. Pettis, who issued to the rangers in the forest preserves and the private land owners in the mountain sections a fire protection map of all fire towns in the State.

This is the result of a year's work, during which time every acre of forest land was reported on by the rangers. It includes the character of the timber and differentiates between virgin timber, cut over lands and fire swept areas.

All means of communication are clearly shown and in the sparsely populated sections practically every telephone is located. The map will be revised each year to meet changing conditions. It is published in a limited edition and distributed to the rangers and cooperating land owners.

MOTOR TOURING SEASON ON; BERKSHIRES ATTRACT MANY

Roads Are in Fine Condition and the Famous Hill Section Holds Out the Same Charms of Other Years.

The automobile touring season is on. With the hotels in all sections of the East now open and the main touring highways in exceptionally fine condition more cars will be seen on the roads each Sunday until the life on rolling wheels is in full blast.

It is welcomed by thousands. Many more automobiles that ever before are in use this year. Everybody seems to be happy and prosperous.

Hundreds of motorists went over the favorite Berkshire route yesterday. The principal roads to and through the Berkshires are of substantial character and on the whole are always in good condition by the time the touring season begins.

Leading to this charming western section of Massachusetts there are a number of routes from New York on the north, New Haven and New London on the southeast, and Providence and Boston on the east. From all these points satisfactory road conditions will be found, and the scenic qualities of the country passed through on the way to the Berkshires Hills will add much to the interest of the trip.

The touring bureau of the Automobile Club of America points out the fact that there are two principal routes northward from New York that are available this spring, the Albany Post road and the Harlem Valley route, and.

Leaving New York by way of Broadway to Yonkers, the route proceeds north through Hastings-on-Hudson, Elmsford and Tarrytown to Briarcliff, thirty-two miles out. Here there is a choice of routes; one may continue forty-five miles further along the Post road to Poughkeepsie, passing through Peekskill, Poughkeepsie and Poughkeepsie, or may turn right at Poughkeepsie and follow the Albany Post road to the famous reservoir district of Westchester county, through a region of wooded hills and lakes, passing Croton Lake, Amawalk, Lake Mahopac and Carmel. A turn right at Amawalk reservoir will take a route through the heart of the lake district via Croton Falls and Brewster to Tarrytown, seventy-four miles from New York. The stretch of road north of Pawling through the Harlem Valley, which was obstructed last fall summer by a very bad winter, provides very fair going as far as America, a distance from New York of ninety-seven miles.

From Poughkeepsie a connecting route runs eastward through particularly scenic country to Millbrook, high up among the foothills of the Berkshires, ninety-four miles from New York. The great natural charm of Millbrook's location is enhanced by the many fine private estates in its vicinity. The old Friends Meeting House, dating from 1750, is of interest to those fond of the lore of the antiquary. At Millbrook a junction with the Harlem Valley route is effected over a splendid bit of newly constructed road which passes over Delavan Hill, also called America Hill. Ten miles further on we come to Ardenia.

Wonderful panoramic views and superb vistas to north and south along the charming Harlem Valley are obtained from the summit of this fine mountain highway; a feature of the scene is the misty, purple haze that veils and softens the whole of the magnificent landscape.

The construction of the motor road over Delavan Hill was an engineering feat of no mean difficulty and the new road will be given a royal welcome by motorists this summer. For it not only offers a route entirely free from the breaking grades and rough spots that it opens up a new approach to the Berkshires Hill country.

Beyond Ardenia the main route keeps to the westward of the Connecticut State boundary and continuing north through Millerton, crosses the county boundary into Columbia county beyond Mount Riga, where, rising gradually, it penetrates into an increasingly hilly region as Boston Corners and Copake are passed to Hillsdale. Here a sharp right turn is made across the State line into Massachusetts, a beautifully scenic road.

"Old Masses Hill" leading to South Egremont and Great Barrington in the Housatonic Valley, 129 miles from New York. This is the best route to the Berkshires at present, as the road across to Lakeville, Salisbury and South Egremont via Under Mountain road, though charmingly picturesque, is to be repaired this season.

Once across the State boundary the tourist finally enters the charmed region of the Berkshires, which corresponds practically to Berkshire county, Massachusetts, and covers an area of about 1,200 square miles of picturesque country. The lofty peaks and densely wooded uplands of the Taconic Mountains bound the district on the west, with the Housatonic Range, one of the southern spurs of the Green Mountains, on the east, the beautiful tract of country lying between the two sheltering mountain ranges comprising a spacious valley, broken into a number of smaller valleys and interspersed with isolated hills and forest clad ridges. For the gentle loveliness of a hill country, softened by many a fertile dell and smiling valley, as contrasted with the bolder and more rugged character of mountain territory, the

Berkshire Hills are unsurpassed throughout the United States and possess few scenic rivals in any other country. The Housatonic River, rising in the neighborhood of Stockbridge, flows southward toward Long Island Sound and the Hudson runs into the Hudson after taking its rise near Williamstown and traversing a corner of the State of Vermont and Rensselaer county, New York, on its journey toward the northwest. The whole region comprising the watershed of these two main streams contains innumerable brooks and small lakes that contribute to the attractions of the wonderfully varied mountain and valley scenery.

The town of Great Barrington, beautifully situated in a hill encircled hollow, 129 miles from New York, is a place of many and varied attractions and is rich in literary and historic associations. It is a centre from which delightful excursions to nearby beauty spots may be taken in all directions, and the views both of the town itself and of the surrounding hills and mountain peaks are exceptionally fine, notably the Berkshire Heights, an elevation of 1,000 feet on the west of the town. Mansfield Pond, a pretty spot north of the town, Mount Peter, to the south, Mount Bryan, 1,500 feet high, across the river to the east, and East Mountain, rising 1,800 feet, are among the more prominent peaks in the vicinity. Mount Everett, 2,700 feet of altitude rises majestically to the south, while Monument Mountain's bold bluff, the subject of one of

Lenox also were compiled the notes from which Hawthorne afterward wrote his "Tanglewood Tales," his "Seven Gables" being written about the same time. From Sheffield, near the Connecticut State line, mentioned in the "Autocrat of the Breakfast Table," right across the whole of the western end of Massachusetts to Williamstown on the Vermont border, near which, it is said, Bryant's "Thanatopsis" was composed, the genius of these vanished masters seems to linger in the very atmosphere of the localities which they have immortalized.

Northward of Pittsfield, past Pontoosic Lake, the road winds along the upper reaches of the Housatonic River. To the west lies Lake Umbagog and the rising highlands of the Taconic Mountains, with Tower Mountain, 2,200 feet in height, beyond. Lanesboro is passed north of Pontoosic, as the road enters the wonderful valley between the foothills of the Taconic Mountains to the west and the hills of the lower Housatonic Mountains to the east; here is a vast tumbling mass of vales and hillsides above which rise in all directions peaks and wooded hills, all radiant in the sunlit verdure of their spring liveries. Potter Mountain, East Mountain and Mount Misery are notable eminences on the left of the road, while West Mountain, Saddle Ball, with Mount Williams, Mount Prospect and Mount Greylock forming a trio of giants, rise in lofty majesty to the right. Seventeen miles north of Pittsfield is South Williamstown, while five miles further on and 171 miles from New York, is located Williamstown, the northern limit of our trip. Williams College lends to the town the dignified atmosphere of a university seat, and it is a favorite summer resort. To visitors, the wonderfully varied and interesting scenery and the many delightful trips in the surrounding mountains and valleys, render Williamstown a holiday resort of great charm.

The Berkshire section may be reached conveniently from the western portion of New York State by way of Albany, crossing the Hudson and then through Nassau and the Valley of the Kinderhook.

From Boston there is a choice of two delightful routes, the more northerly one running up through Concord, Littleton Common and Pittsburg to the beautiful Concord Mountain, and then proceeding over the impressive Mohawk Trail by way of Shelburne Falls and Charlestown to North Adams and Stockbridge; a pleasant alternative route over Monument Mountain direct offers the motorist an opportunity of obtaining some magnificent views.

Stockbridge, seven miles along the valley from Great Barrington, is located in one of the most attractive spots in the Berkshires, and its venerable elms and general air of neatness give it a placid charm. The village itself contains much that is of great interest in connection with former residents prominent in the world of literature and art.

Joe Glen, a curious freak of nature, is a narrow cleft in the side of Bear Mountain, in the chilly depths of whose caverns is found a deposit of ice even in the hottest summer. The climb to the rocky summit of Monument Mountain, across the river, is an experience not to be omitted by the athletically inclined for the sake of the superb views of the Housatonic Valley and the billowy turreted Berkshire Hills country spread out below like some gargantuan map. The rock formations of the mountain itself are very fine, there is one peculiar pinnacle of dazzling white quartz, locally known as the "Fulgent." The old burying ground of the Stockbridge Indians is interesting and the view from it is exceptionally fine.

The road from Stockbridge to Lenox ascends the gentle slopes of Prospect Hill, skirts the foot of Battlemake Hill and passes between Laurel Lake and Lake Mahkeena, or "Stockbridge Bowls," where Nathaniel Hawthorne spent two or three years and wrote the "House of the Seven Gables" among other stories. Straight ahead as Lenox is approached rises the smooth, grassy dome of Mount Prospect, or "Bald Head," an imposing eminence of 1,600 feet, that commands some splendid views of the town of Lenox and the surrounding country.

Lenox, six miles north of Stockbridge and thirteen from Great Barrington, is located on a forest clad ridge of hills that overlooks the Housatonic River to the east and a wide sweep of wooded hills and vales beyond. No location in the Berkshires has surrounding it so many beautiful estates, the summer homes of wealthy families from all parts of the country. Surrounding the town is a network of excellent private roads passing through parklike estates, many of which are open to visitors. Among favorite excursions in the neighborhood of Lenox is the trip to the top of "Bald Head," from which a view is obtained that includes such distant sections as the Catskills to the west, the Green Mountains to the north and the widely beautiful country to the east that merges into the distant valley of the Connecticut River.

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Longfellow's "Old Clock on the Stairs" was written in the Appleton or Putnam House at Pittsfield and this city is also the scene of Holmes' "Elsie Venner"; William Cullen Bryant, for several years town clerk of Great Barrington, wrote the monody of his marriage duties by enriching the language with his verse; Dr. Samuel Hopkins, hero of Mrs. Stowe's "Minister's Wooing," lived at Great Barrington for a quarter of a century. At Arrowhead, near Lenox, dwelt Herman Melville, and near

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The World's Greatest Road Car



Across the Continent from Monday to Monday

Cadillac in thrilling dash from Pacific to Atlantic shows incomparable stability and sustained speed

3371 miles of gruelling punishment, contending with unnumbered obstacles which the roadway presented—over mountain ranges, along precipitous passes, through desert wastes, fording unbridged streams and through roads almost impassable at their best, but made worse by copious spring rains, the Cadillac hurtled heroically on—not merely defying destruction, but unruffled, undisturbed and undaunted.

Los Angeles to New York in 7 Days, 11 Hours, 52 Minutes

What This Greatest of Motor Car Achievements Means to You

The quickest way to appreciate the wonder of this triumphant transcontinental Cadillac trip is to close your eyes and call up two pictures—one of the start, and the other of the finish.

Transport yourself first to beautiful Los Angeles, and imagine a Cadillac leaving the city one minute after midnight on a Monday morning, the second week in May.

Then blot out the picture of Los Angeles and substitute New York, and try to conceive the same car with the same driver swinging blithely up Broadway the Monday following.

No effort of your imagination, no words of ours, and nothing less graphic than a motion picture record can portray the heroic character of the work done by this Cadillac in the interim—between these two Mondays in May. But the start and the finish, the distance covered, the remarkable time made, the great reduction made from the previous record—all these spell the superlative character of the performance so plainly that no motorist can fail to grasp its meaning.

The Cadillac which "conquered the continent" was just such a Cadillac as you might buy and drive yourself.

It was equipped as your Cadillac would be equipped, with no special preparations other than those which would ordinarily be made for a long distance tour.

The transcontinental Cadillac was not a specially built car "stripped for action," but a fully equipped standard Roadster; and, granting that you possessed the stamina of its single driver, the journey was one which you yourself might take if you were so inclined.

But, because of the terrific speed almost continually sustained, it involved, of course, hardships to man and car of an unprecedented character.

What it proves of Cadillac stability and endurance is aptly illustrated by a comparison between the Cadillac cross-continent record and the railroad schedule between the two cities.

The distance by rail is 3240 miles; the distance covered by the one Cadillac was 3371.8 miles.

In the regular railroad schedule between Los Angeles and New York, in spite of smooth tracks, solid road bed and clear right-of-way, a relay of twenty-two locomotives is called into action.

Consider, now, the almost miraculous endurance of the

car, handicapped a hundred times over in the matter of road bed, yet it traveled its distance without so much attention to its motor as the cleaning of a spark plug.

Its rate of travel ranged from only 5 miles per hour, plowing through hub-deep mud, to 68 miles per hour on smooth stretches.

The railroad schedule is 90 hours; and the Cadillac cut 91 hours and 23 minutes off the previous motor car record made by the same driver in another make of car.

The Cadillac left Los Angeles at 12:01 A. M. Monday, May 8th, and arrived in New York City at 2:53 P. M. Monday, May 15th, with intervals for food and sleep.

In that eventful period of a little more than a week, it was put through a more terrific trial of stamina than the majority of cars encounter in ten years of travel.

Over mountain ranges, along precipitous passes, through desert wastes, fording unbridged streams and through roads almost impassable at their best but made worse by this spring's copious rains, the Cadillac hurtled heroically on—not merely defying destruction, but unruffled, undisturbed and undaunted.

The wonder of the thing is not that the trip was made without disaster.

The real wonder of it is not in the limited time that elapsed.

No. The real wonder, and the really valuable lesson, is that this wonderful thing was done with such unprecedented ease.

That this transcontinental Cadillac broke the previous record by nearly four days is incidental to the real achievement.

The real achievement rests in the fact that it emerged from the fray virtually as good a Cadillac as when it began.

It is still a Cadillac with many thousands of miles of service ahead of it.

All that the Cadillac has demonstrated before is now demonstrated anew in another way.

We all know, now, beyond doubt, that there is not in this nation a set of road conditions which can successfully challenge Cadillac construction.

Los Angeles to San Francisco in 9 Hours, 37 Minutes

After the finish of the transcontinental run May 17-18—Ted Beaudet in a Type 53 touring car lowered the Los Angeles-San Francisco record by 1 hour, 10 minutes, besting the "Lark," fastest train between the two cities, by 4 hours, 8 minutes

The time of the Lark, the crack train between Los Angeles and San Francisco, is 13 hours and 45 minutes. Beaudet's record beats the Lark's time by 4 hours and 8 minutes.

Besides his mechanician, Beaudet carried two passengers. He left Los Angeles at 9 o'clock Wednesday night, May 17. Besides the three mountain ranges crossed by the route and quick turns—127 of them in one stretch of 14 miles—Beaudet was handicapped by a heavy downpour of rain during the last 130 miles of his journey. Despite these hindrances, he maintained an average speed of 47.9 miles per hour.

The time between the two cities is the fastest ever recorded, made by man or bird. It is said that a carrier pigeon was once timed at a little less than 10 hours, but the Cadillac-Beaudet time was only 9 hours, 37 minutes.

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